	Approved For Release 2003/01/30; C/A-RURS 38,017/8R00600030112-4	
	13 Cctober 1960	
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	FROM C. L. Johnson	
	Subject IN-TLIGHT REFUELDIG - FOG	
•	Ref (1) ECP-91 (2) Price Guestation - attached (3) Delivery Schodule - attached (4) Report SP-207. "In-Flight Refeeling Dueign Study" - attached	
34	Attached are the price and delivery schedules of our proposal for installation of in-Flight Refueling capability of FOG aircraft. This quotation does not cover the installation of a different navigation system, pilot comfort improvements, any	25X1
		4 464
	revisions required, revised feeding systems or new single stile band radio. Also this quotation does not include the rewerk which might be necessary to the KC-135 due to the different feel required by the 17-2.	7 g. 41 . 41
	band radio. Also this quotation does not include the rework which might be necessary to the KC-135 due to the different feel	
	band radio. Also this quotation does not include the rework which might be necessary to the KC-135 due to the different feel required by the 7-2. It may be desirable to install a separate 1200 gallon tank in the KC-135 to carry JPTS if many complications develop in using the	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
	band radio. Also this quotation does not include the rework which might be necessary to the KC-135 due to the different feel required by the 17-2. It may be desirable to install a separate 1200 gallon tank in the KC-135 to carry JPTS if many complications develop in using the basic KC-135 feel system. In the schedule, we assume that a go-shead is given for the whole batch of aircraft to be modified at one time so that one run of parts	
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	band radio. Also this quotation does not include the reverk which might be necessary to the KC-136 due to the different feel required by the U-2. It may be desirable to install a separate 1200 gallen tank in the KC-136 to earry JPTS if many complications develop in asing the basic KC-136 fast system: In the schedule, we assume that a gu-shead is given for the whole teach of aircraft to be modified at one time so that one run of parts can be made efficiently. Clarence L. Johnson Advanced Development Projects Advanced Development Projects	
	band radio. Also this quotation does not include the reverk which might be necessary to the KC-136 due to the different feel required by the U-2. It may be desirable to install a separate 1200 gallen tank in the KC-136 to earry JPTS if many complications develop in asing the basic KC-136 fast system: In the schedule, we assume that a gu-shead is given for the whole teach of aircraft to be modified at one time so that one run of parts can be made efficiently. Clarence L. Johnson Advanced Development Projects Advanced Development Projects	
	band radio. Also this quotation does not include the reverk which might be necessary to the KC-136 due to the different feel required by the II-2. In may be desirable to install a separate 1200 gallon tank in the KC-136 to energy JPTS if many complications develop in asing the basic KC-136 fast system. In the schedule, we assume that a go-shead is given for the whole teach of aircraft to be modified at one time so that one run of parts can be made efficiently. Clarence L. Johnson Clarence L. Johnson Clarence L. Johnson Dogument No.	25X1A